

**Congress of the United States**  
**Washington, DC 20515**

March 17, 2020

The Honorable David E. Price  
Chairman  
Subcommittee on Transportation, and  
Housing and Urban Development, and  
Related Agencies  
Committee on Appropriations  
United States House of Representatives  
2358-A Rayburn House Office Building  
Washington, DC 20515

The Honorable Mario Diaz-Balart  
Ranking Member  
Subcommittee on Transportation, and  
Housing and Urban Development, and  
Related Agencies  
Committee on Appropriations  
United States House of Representatives  
1016 Longworth House Office Building  
Washington, DC 20515

Dear Chairman Price and Ranking Member Diaz-Balart,

As you begin work on the Subcommittee's Fiscal Year 2021 appropriations bill, we request that you support full funding for Amtrak and passenger rail programs authorized under the Fixing America's Surface Transportation (FAST) Act.

The bipartisan FAST Act of 2015 represents Congress's commitment to improving crumbling bridges, roads, rail systems, and transit across America. Passengers and businesses from coast to coast need safe, reliable, and modern rail infrastructure. We urge you to uphold the promise of the FAST Act by providing desperately needed funding to fix outdated rail infrastructure and invest in our 21<sup>st</sup> century economy. Specifically, we ask you to support the following accounts:

**Amtrak:** The FAST Act authorized \$1.8 billion for Amtrak in FY20, with subdivided levels for the Amtrak Northeast Corridor (NEC) and Amtrak National Network, yet Congress appropriated \$2 billion. This represents Congress' bipartisan recognition of the need for robust rail funding. As Congress works toward reauthorizing FAST Act programs and accounts, we ask that the appropriations precedent established in FY20 guide this year's funding level.

**Amtrak Northeast Corridor: The region served by the NEC—between Boston and Washington, D.C.—is home to more than 51 million Americans. More than 820,000**

**passengers ride** approximately 2,200 trains through the NEC each day. Unfortunately, much of the NEC operates on infrastructure dating back to the early 1900's, making it prone to unexpected failures that delay service and lives and the economy. Serious investment is needed to begin addressing the necessary upgrades to improve rail safety and efficiency. **For these reasons, we recommend appropriators fund the Northeast Corridor at \$714 million as requested by Amtrak for FY21.**

**Amtrak National Network:** Amtrak's National Network service supports 28 state-supported routes and 15 long-distance routes throughout the country, connecting hundreds of rural communities with our urban centers and providing alternative travel options. To ensure the National Network is safe, reliable, and on time, **we urge you to provide \$1.326 billion for Amtrak's National Network as requested by Amtrak for FY21.**

**Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program:** The CRISI program is designed to provide financial support for project development and infrastructure upgrades—including station improvements, improving rail system reliability, and grade crossing projects—to ensure efficient and safe rail service. The CRISI program provides flexible funding to meet the increasing widespread demand for rail investments. **With this in mind, we recommend at least \$330 million to maintain this essential program, as authorized in the final year of the FAST Act.**

**Restoration and Enhancement Grant Program:** This program represents a prudent investment by providing operating assistance to establish, rehabilitate, or expand intercity passenger rail transportation, a critical service for communities with no or limited rail services. In recent years, the program was severely underfunded, and **we therefore urge appropriators to provide full funding for this program at \$20 million in FY21, which is the level authorized for previous years under FAST Act.**

**Federal-State Partnership for State of Good Repair:** The FAST Act also authorized the Federal-State Partnership for a State of Good Repair program to reduce the state of good repair backlog for publicly-owned or Amtrak-owned infrastructure, equipment, and facilities. In addition to bringing existing infrastructure into a state of good repair, projects that replace existing assets with those that increase capacity and service levels are also eligible for this funding. **Given the significant number of upgrades needed along our railways, we recommend at least \$400 million for this grant program.**

Passenger rail holds a storied place in American history. It has created jobs, fostered community development, and promoted economic growth for decades. Today, American railways are lagging behind the rest of the world. We acknowledge that this year's spending decisions are difficult, but we have a responsibility to bring our infrastructure into the future to compete in the global economy, serve passengers across the nation, and invest in good-paying jobs for thousands of workers.

We urge you to strongly support these rail programs as recommended in the FY21 T-HUD Appropriations bill. Thank you for your consideration of this important matter.

Sincerely,



SETH MOULTON  
*Member of Congress*



JEFF VAN DREW  
*Member of Congress*



JOSEPH D. MORELLE  
*Member of Congress*



BRIAN FITZPATRICK  
*Member of Congress*



TOM MALINOWSKI  
*Member of Congress*



CHRISTOPHER H. SMITH  
*Member of Congress*

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*Member of Congress*

### FY21 Signatories

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4. Brian Fitzpatrick
5. Tom Malinowski
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